



Grain Transportation Report

*A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain*

Apr. 21, 2005

Contents

Grain
Transportation
Indicators

Rail
Transportation

Barge
Transportation

Truck
Transportation

Grain Exports

Ocean
Transportation

Contacts
and
Links

Subscription
Information

The next
release is
Apr. 28, '05

Inland Waterways Users Board Warns of Waterway Problems. The Inland Waterways Users Board (IWUB) reports that the inland waterways are in a serious state of neglect. The IWUB's 19th annual report to Congress states that "delays and slippage in completion schedules of a number of Inland Waterways Trust Fund-financed projects have compounded the maintenance budget crisis as aging facilities, in process of being replaced, are forced to remain in service for extended periods." The report further states that without improvements, "agricultural exports will be in peril, power costs will drastically increase, manufacturing costs for consumers durables and non-durables using chemicals and petrochemicals will increase dramatically and the environment will suffer increased pollutants, noise and congestion." In its report the IWUB stresses the need for larger locks on the Upper Mississippi River – Illinois Waterway. The IWUB also states that flows from the Missouri River must adequately ensure reliable Mississippi River water levels under all but the most severe conditions.

The IWUB consists of 11 members of the barge industry and representatives from the U.S. Army Corps of Engineers, and U.S. Departments of Agriculture, Transportation, and Commerce. The Water Resources Development Act of 1986 created the IWUB. The IWUB develops and makes recommendations regarding construction and rehabilitation priorities on the commercial navigational features and components of the inland waterways.

<http://www.iwr.usace.army.mil/newusersboard/>

Senate Proposes Seven New Locks on the Upper Mississippi and Illinois Rivers. Senator Kit Bond, announced that the Water Resources Development Act (WRDA) of 2005, S. 728 passed the Senate Environment and Public Works Committee on April 13. The WRDA would provide for the conservation and development of water and related resources. It would also authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States. Federal funds totaling \$1.8 billion would be allocated for seven new locks, each 1,200 feet long, to provide more efficient barge operations on the Upper Mississippi and Illinois Rivers. Five would replace smaller locks on the Mississippi and two would replace smaller locks on the Illinois. Barge transport plays a significant, low-cost role in moving U.S. grain to export facilities. In 2000, 56 percent of U.S. export grain was moved to port by barge. Agricultural exports account for about one-quarter of farm cash receipts. <http://bond.senate.gov/hottopics.cfm>
Nick.Marathon@USDA.gov

KCS Completes Purchase of TFM. On April 1, Kansas City Southern Railways (KCS) completed its acquisition of Transportacion Ferroviaria Mexicana (TFM). With this purchase, KCS, TFM, and Texas Mexican Railway (Tex Mex) now operate approximately 6,350 route miles under common overall leadership. TFM, Mexico's premier railroad, will remain a Mexican corporation with Mexican leadership.

USDA supported the transaction because U.S. agriculture will benefit from increased railroad competition in the Central Plains to Mexico corridor. Cross-border rail deliveries to Mexico, during 2004, accounted for more than 17 percent of all U.S. rail deliveries to ports and export destinations. Year-to-date 2005 U.S.-to-Mexico cross-border grain rail movements are up 88 percent over the same period in 2004. Mexico has increased grain imports by 83 percent over the last 10 years. Mexico now ranks 2nd in the import of U.S. feed grains and soybeans and 3rd in the import of U.S. wheat. Marvin.Prater@USDA.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
04/20/05	152	36	132	277	245

Compared with last week

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car);

barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin--destination	4/15/2005	4/8/2005
Corn	IL--Gulf	-0.52	-0.54
Corn	NE--Gulf	-0.66	-0.67
Soybean	IA--Gulf	-0.65	-0.65
HRW	KS--Gulf	-0.82	-0.83
HRS	ND--Portland	-1.56	-1.37

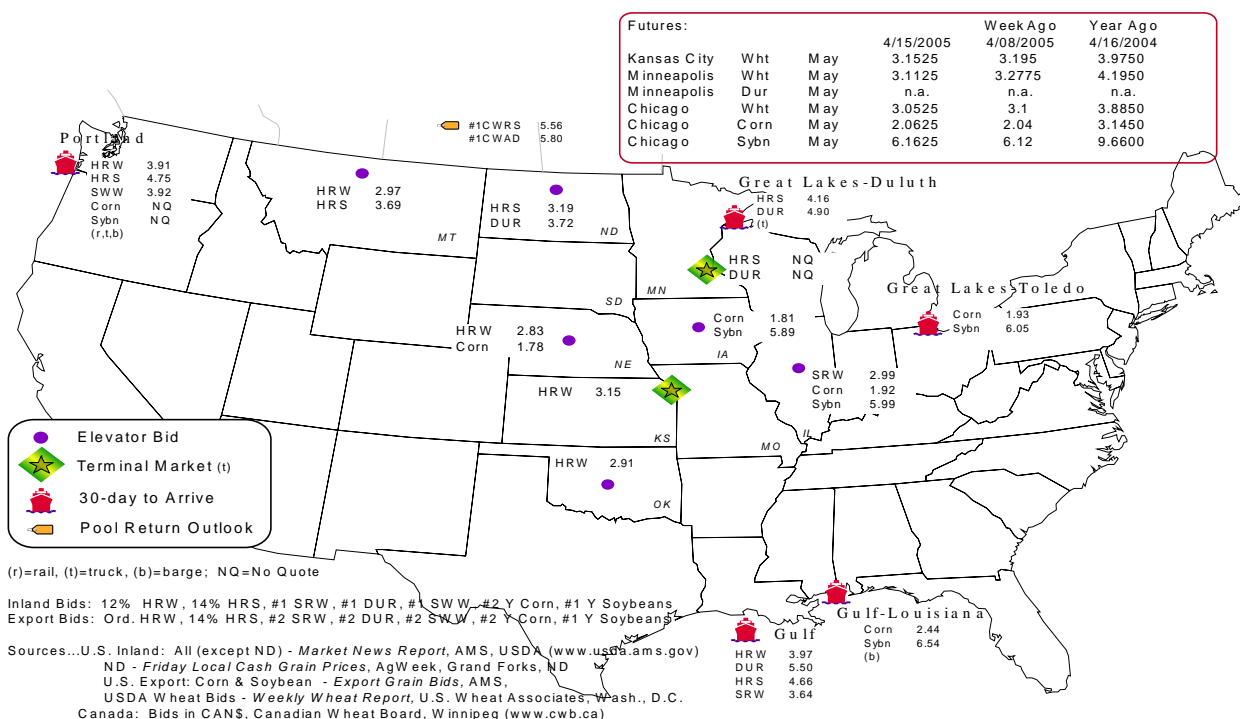
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
04/13/2005 ^p	199	1,249	1,976	4,450	108	7,982
04/06/2005 ^r	266	1,685	1,437	4,393	196	7,977
2005 YTD	4,986	26,605	24,653	68,284	6,451	130,979
2004 YTD	3,231	36,872	13,105	63,296	3,387	119,891
2005 as % of 2004	154	72	188	108	190	109
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

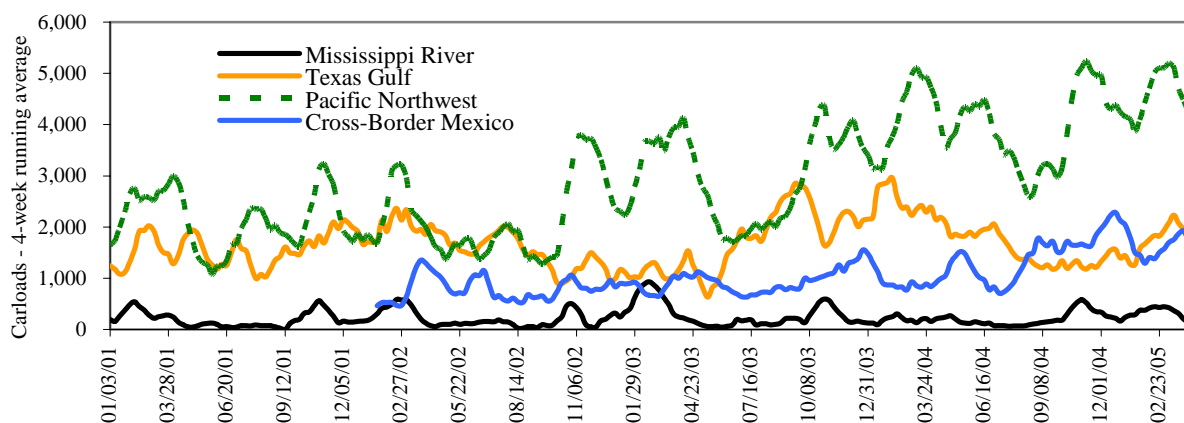
r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

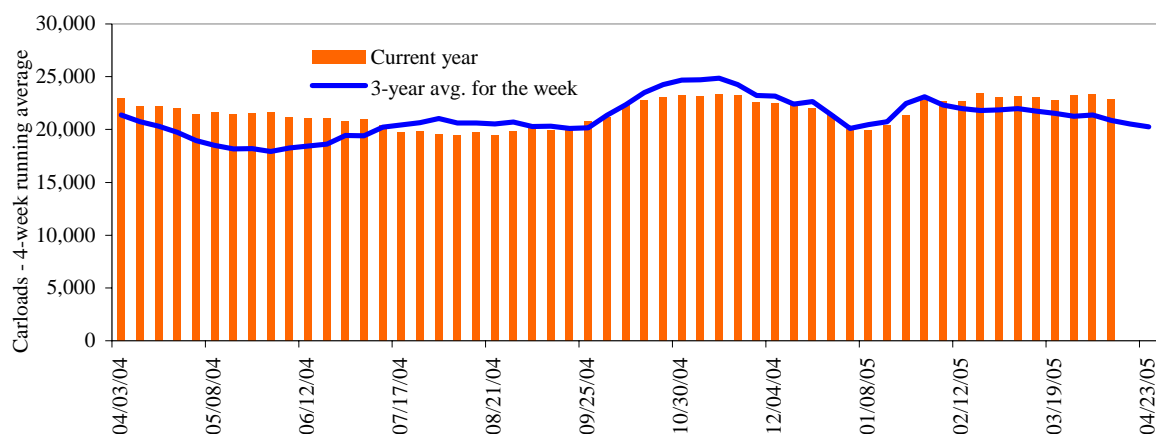
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
04/09/05	2,499	3,580	7,933	606	6,506	21,124	4,214	3,809
This week last year	2,311	3,113	9,107	334	5,770	20,635	4,674	3,690
2005 YTD	43,608	48,407	134,354	9,473	84,917	320,759	63,242	54,736
2004 YTD	41,575	47,192	132,386	7,705	93,184	322,042	65,822	48,822
2005 as % of 2004	105	103	101	123	91	100	96	112
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings, week ending 4/16/05 (\$/car)*

Delivery for:	May-05	Jun. 05	Jul. 05
BNSF ¹			
COT/N. grain	no offer	no bid	\$50
COT/S. grain	no offer	\$3	\$74
UP ²			
GCAS/Region 1	no offer	no bid	no offer
GCAS/Region 2	no offer	no bid	no offer

*Average premium/discount to tariff, last auction

¹BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

²UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

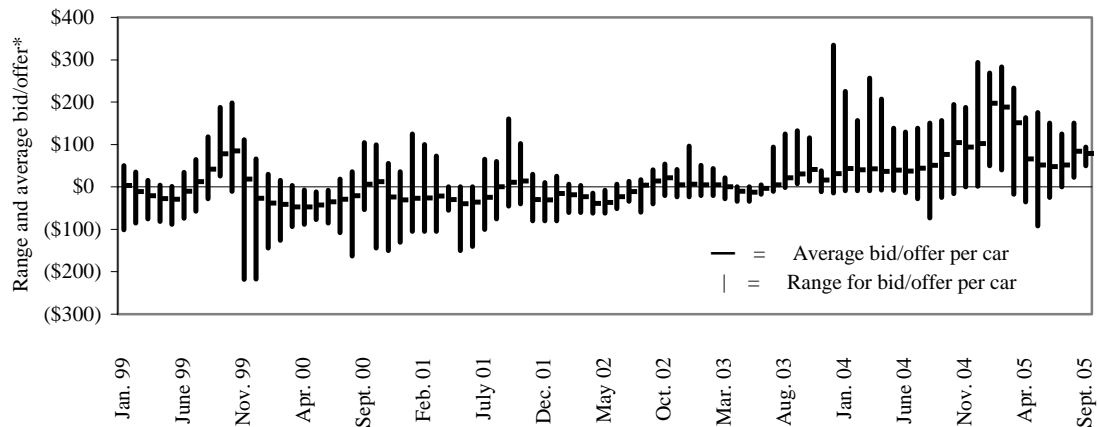
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 4/16/05 (\$/car)*

	Delivery period			
	May-05	Jun-05	Jul-05	Aug-05
BNSF-GF	-\$29	\$6	\$25	\$92
Change from last week	-\$42	-\$13	-\$9	\$0
UP-Pool	-\$90	-\$25	\$0	\$58
Change from last week	\$2	-\$17	-\$22	-\$11

*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

Effective date:					
4/4/2005					
	Origin region	Destination region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	Minneapolis, MN	Portland, OR	\$4,148	\$45.72	\$1.24
	St. Louis, MO	Houston, TX	\$2,145	\$23.64	\$0.64
	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
Soybeans	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Chicago, IL	Baton Rouge, LA	\$2,455	\$27.06	\$0.74
	Council Bluffs, IA	Baton Rouge, LA	\$2,315	\$25.52	\$0.69
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<u>Shuttle Train*</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,993	\$44.01	\$1.20
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to the U.S.-Mexico border

Effective date:						
4/4/2005	Origin state	Border crossing region	Train size	Rate/car ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,742	\$28.02	\$0.76
	ND	Eagle Pass, TX	Shuttle	\$5,426	\$55.44	\$1.51
	OK	El Paso, TX	Shuttle	\$2,155	\$22.02	\$0.60
	OK	El Paso, TX	Unit	\$2,241	\$22.90	\$0.62
	AR	Laredo, TX	Unit	\$2,165	\$22.12	\$0.60
	IL	Laredo, TX	Shuttle	\$2,970	\$30.35	\$0.83
	MT	Laredo, TX	Shuttle	\$5,691*	\$58.14	\$1.58
	TX	Laredo, TX	Shuttle	\$1,598*	\$16.33	\$0.44
	MO	Laredo, TX	Unit	\$2,678*	\$27.37	\$0.74
	WI	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
Corn	NE	Brownsville, TX	Shuttle	\$3,104	\$31.72	\$0.80
	NE	Brownsville, TX	Unit	\$3,537*	\$36.14	\$0.92
	IA	Eagle Pass, TX	Shuttle	\$3,334	\$34.07	\$0.86
	MO	Eagle Pass, TX	Shuttle	\$3,040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3,440*	\$35.15	\$0.89
	IA	Laredo, TX	Unit	\$3,225*	\$32.95	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918	\$29.82	\$0.81

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

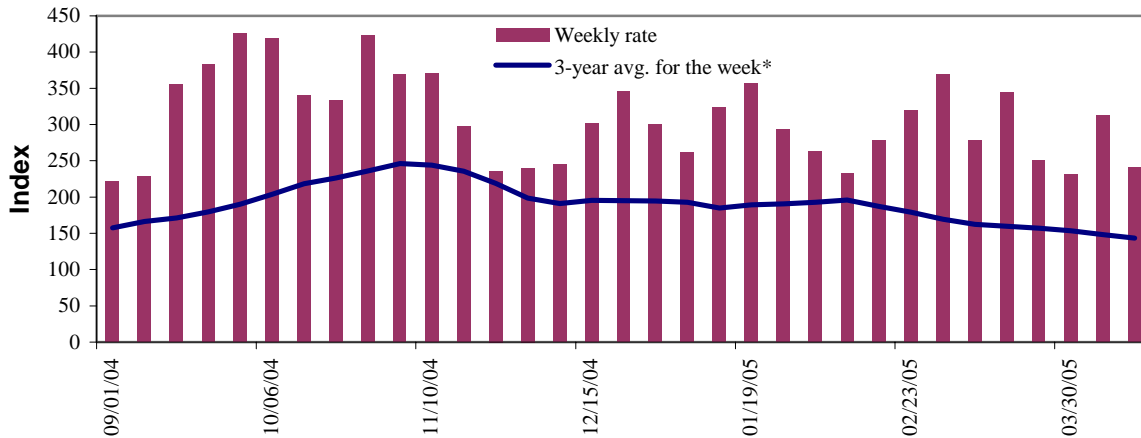
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	4/13/2005	4/6/2005	May '05	July '05
Twin Cities	278	307	275	284
Mid-Mississippi	249	316	251	265
Illinois River	241	313	243	256
St. Louis	188	221	192	211
Lower Ohio	195	235	198	222
Cairo-Memphis	177	210	178	201

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Benchmark tariff rates

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

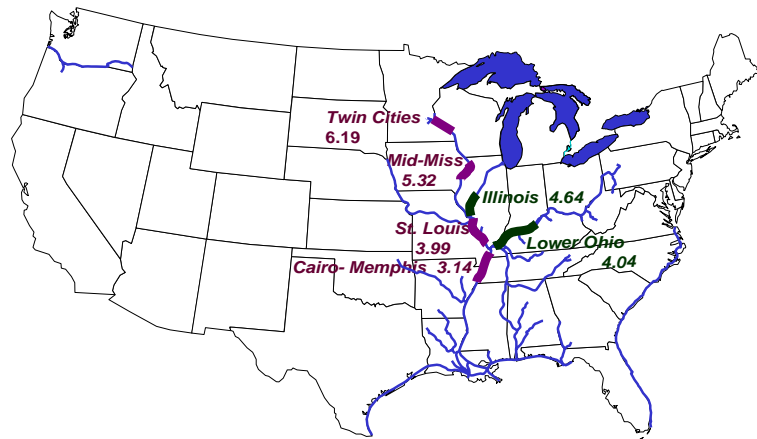
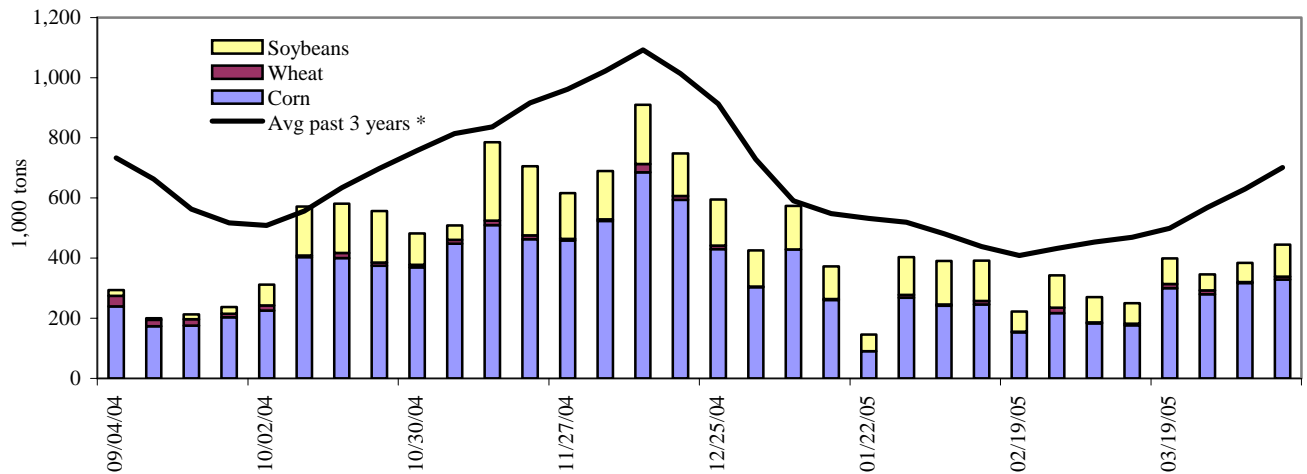


Figure 7

Barge movements on the Mississippi River (Locks 27 - Granite City, IL)

* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 4/9/2005	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	107	5	61	5	177
Winfield, MO (L25)	199	0	101	0	300
Alton, IL (L26)	348	12	114	0	474
Granite City, IL (L27)	329	9	107	0	445
Illinois River (L8)	165	12	9	0	186
Ohio River (L52)	85	2	45	28	159
Arkansas River (L1)	0	13	11	0	24
2005 YTD	4,903	414	2,422	233	7,972
2004 YTD	6,046	697	1,765	257	8,766
2005 as % of 2004 YTD	81	59	137	91	91
Total 2004	26,235	2,701	6,784	843	36,563

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

"Other" refers to oats, barley, sorghum, and rye.

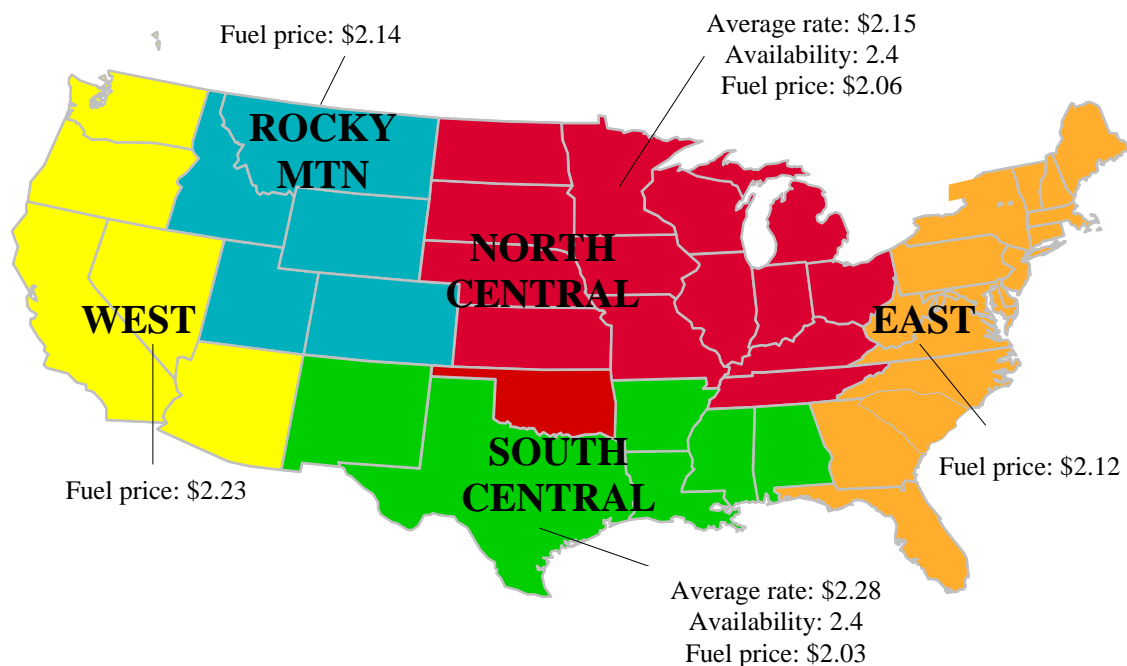
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8

U.S. grain truck market advisory, 4th quarter 2004*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 4th quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average¹	2.89	1.94	1.75	2.5	3.2	2.9
North Central region²	2.75	1.97	1.74	2.4	3.5	3.0
Corn	3.03	1.95	1.88	2.1	3.6	3.0
Wheat	2.27	2.05	1.67	2.6	3.0	2.8
Soybean	2.94	1.88	1.97	1.9	3.4	2.8
South Central region²	3.03	1.95	1.86	2.4	2.6	2.3
Corn	3.06	1.97	1.82	2.3	2.5	2.3
Wheat	2.75	1.85	1.78	2.3	3.0	2.5
Soybean	3.39	2.21	2.11	1.5	2.3	2.3

Rates are based on trucks with 80,000 lb weight limit

*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

¹National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

²Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 04/18/05 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.260	-0.046	0.595
	New England	2.418	-0.016	0.661
	Central Atlantic	2.373	-0.050	0.631
	Lower Atlantic	2.197	-0.047	0.573
II	Midwest	2.194	-0.069	0.515
III	Gulf Coast	2.180	-0.071	0.541
IV	Rocky Mountain	2.379	-0.020	0.544
V	West Coast	2.554	-0.031	0.442
	California	2.582	-0.043	0.322
Total	U.S.	2.259	-0.057	0.535

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
4/7/2005	1,394	216	1,194	573	63	3,440	7,576	2,460	13,476
This week year ago	1,929	762	1,210	831	93	4,825	9,144	1,897	15,866
Cumulative exports-crop year 2/									
2004/05 YTD	8,268	3,041	6,809	4,270	604	22,991	27,348	25,042	75,381
2003/04 YTD	11,055	3,235	5,732	4,259	940	25,220	29,984	21,832	77,036
2004/05 as % of 2003/04	75	94	119	100	64	91	91	115	98
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

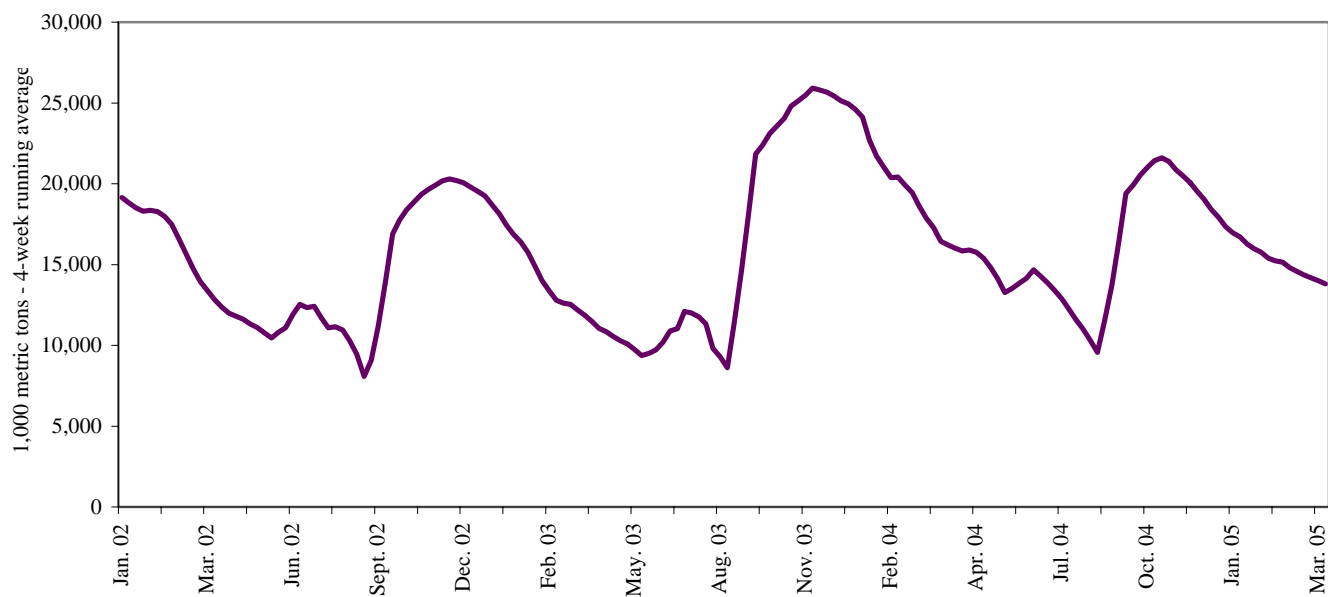
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

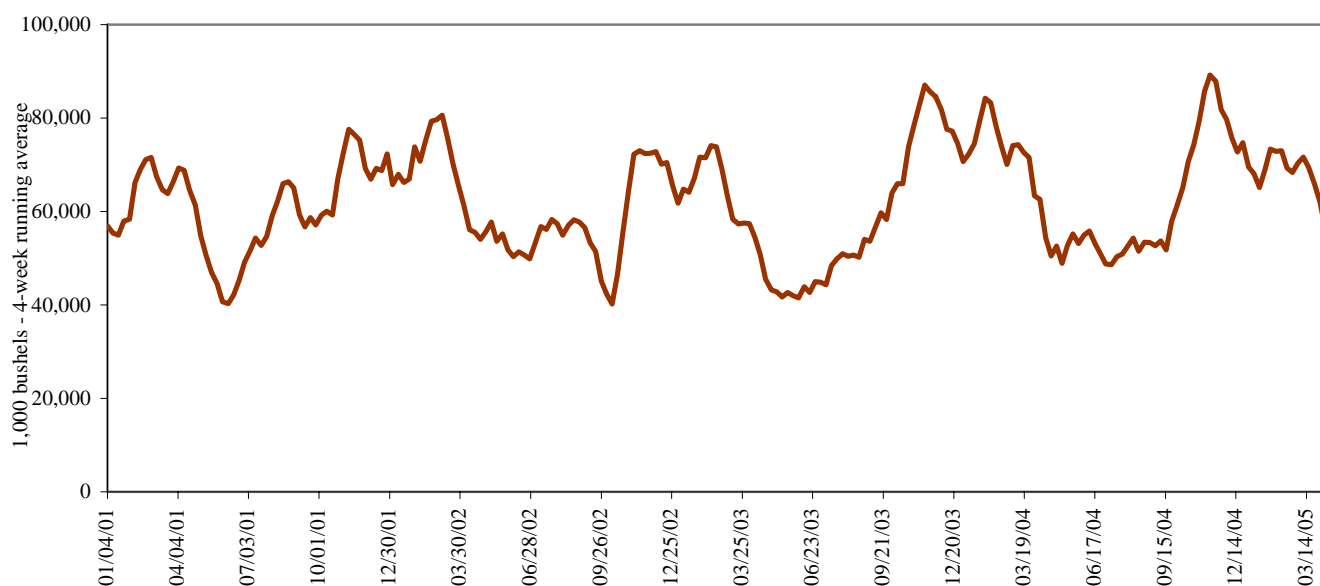
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
04/14/05	198	93	243	48	569	178	49	21	0	534	794	69
2005 YTD	3,231	2,446	2,590	1,612	7,755	6,470	1,657	235	6	8,267	15,837	1,898
2004 YTD	3,341	2,980	1,623	2,123	10,160	5,227	3,166	44	7	7,944	17,510	3,216
2005 as % of 2004	97	82	160	76	76	124	52	537	86	104	90	59
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date; * includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa)

Ocean Transportation

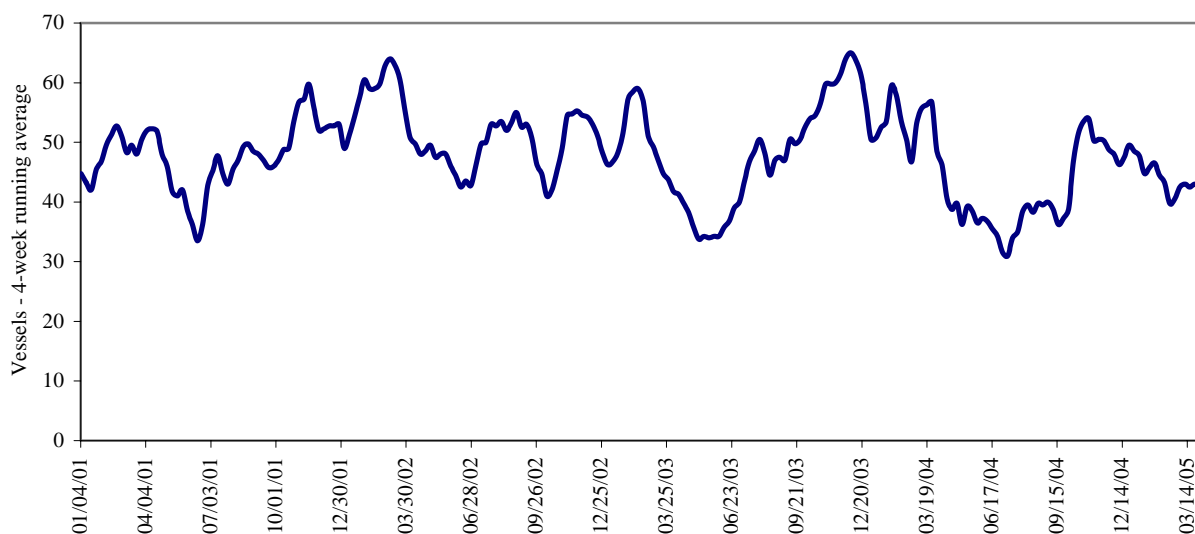
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
4/14/2005	20	34	54	10	4
4/7/2005	16	32	51	7	5
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



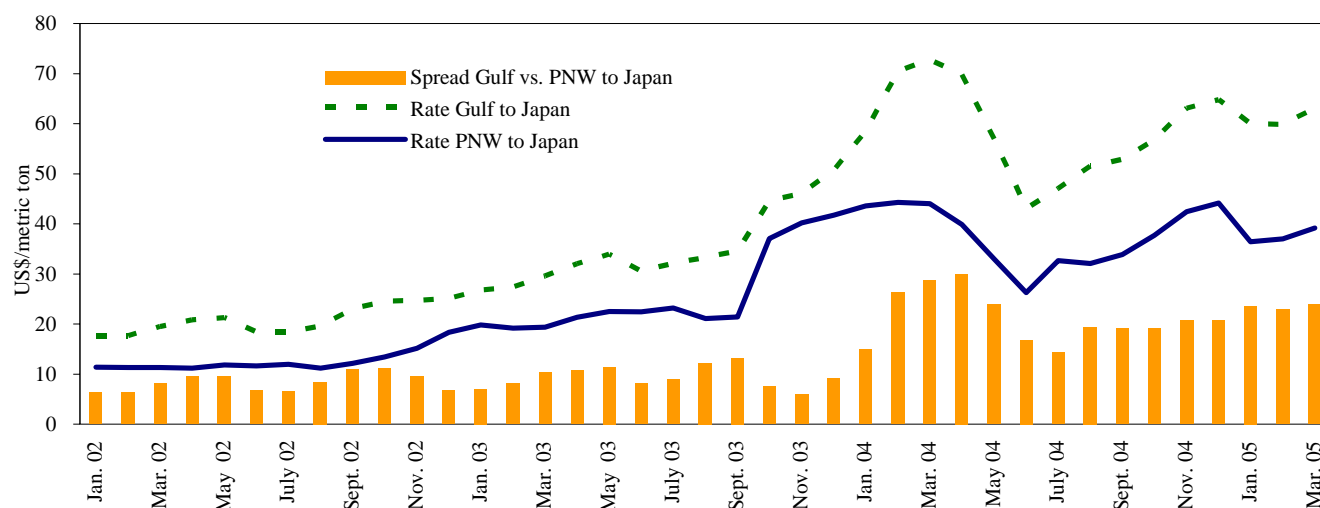
Source: Transportation & Marketing Programs/AMS/USDA

Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change	Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change
Gulf to				Pacific NW to			
Japan	\$60.18	\$73.75	-18	Japan	---	---	---
China	\$57.50	\$46.63	23				
Taiwan	---	\$68.00	---	Argentina/Brazil to			
N. Africa	\$48.00	\$46.25	4	N. Africa	\$59.25	\$61.07	-3
Med. Sea	---	\$46.50	---	China	---	---	---

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan

Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 04/16/05

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Mauritania	Wheat	Mar 7/17	8,750	69.75
U.S. Gulf	Algeria	Hvy Grain	Apr 25/30	25,000	65.00
PNW	Kenya	Wheatflour	Mar 5/15	34,000	74.00
River Plate	Poland	Hvy Grain	Apr 20/30	30,000	64.00
River Plate	Algeria	Wheat	Feb 5/15	25,000	59.50

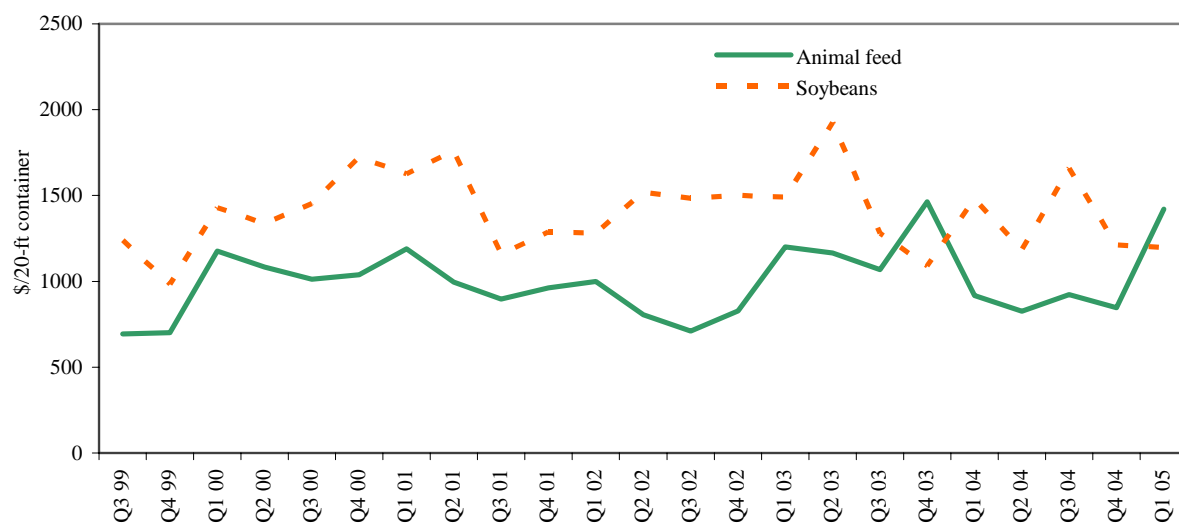
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates¹ for containerized shipments of animal feed and soybeans to selected Asian countries



¹ Animal Feed: Busan-Korea (22%), Kaohsiung-Taiwan (28%), Tokyo-Japan (38%), Hong Kong (9%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (81%), Tokyo-Japan (12%), Bangkok-Thailand (4%), Hong Kong (1%)

Quarter 1, 2005.

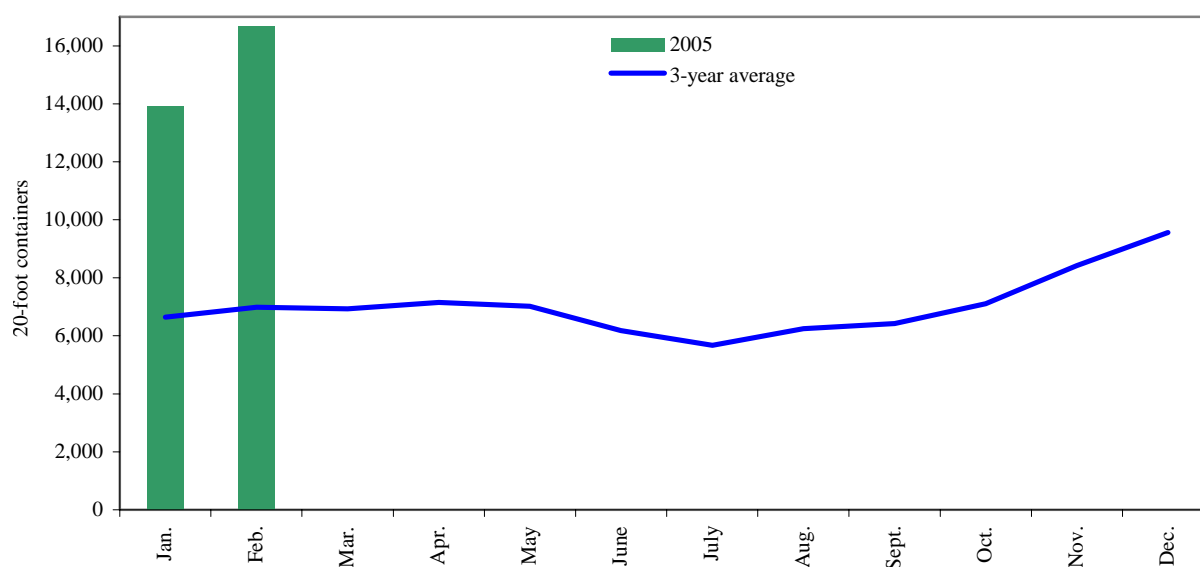
Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

The percentage of U.S. grain exported in containers was 3 percent in 2004.

Figure 14

Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days

Contacts and Links

Contact Information

Coordinator		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 690-1328
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 690-1328
Rail		
Marvin Prater	marvin.prater@usda.gov	(202) 690-6290
Johnny Hill	johnny.hill@usda.gov	(202) 720-4211
Barge Transportation		
Karl Hacker	karl.hacker@usda.gov	(202) 690-0152
Nicholas Marathon	nick.marathon@usda.gov	(202) 690-0331
Truck Transportation		
Karl Hacker	karl.hacker@usda.gov	(202) 690-0152
John Batson	john.batson@usda.gov	(202) 690-1312
Grain Exports		
Johnny Hill	johnny.hill@usda.gov	(202) 720-4211
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 690-1328
April Taylor (Container rates)	april.taylor@usda.gov	(202) 690-1326
Johnny Hill (Vessels)	johnny.hill@usda.gov	(202) 720-4211

Subscription Information: To subscribe to the GTR for a weekly email copy, please contact Deen Olowolayemo at surajudeen.olowolayemo@usda.gov or 202-690-1328 (1303) (*printed copies are also available upon request*).

Related Websites

<i>Agricultural Container Indicators</i>	http://www.ams.usda.gov/tmd2/agci/
<i>Ocean Rate Bulletin</i>	http://www.ams.usda.gov/tmd/Ocean/index.asp

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or family status. (Not all prohibited bases apply to all programs). Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact the USDA's TARGET Center at (202)720-2600 (Voice and TDD).

To file a complaint of discrimination, write USDA, Director of Civil Rights, Room 326-W, Whitten Building, 14th and Independence Avenue, SW, Washington, DC 20250-9410, or call (202) 720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.